

## **F1.2 AIRPORT VICINITY PROTECTION OVERLAY**

### **1) Purpose**

The purpose of this overlay is to protect development within areas adjacent to an airport by avoiding conflicts from incompatible land use and development, and to protect and enhance the safe operation of the airport.

### **2) Application**

This overlay applies to all land and buildings that are adjacent to, or in the vicinity of, the Lac La Biche Airport as shown on Figure F1.1.

### **3) Administration**

In the absence of an airport administrator, all development permit applications proposed on lands contained within this overlay area may be referred to a qualified airport engineer, registered with APEGA, for review and comment.

### **4) Uses**

Those uses that are listed as permitted and discretionary uses in the underlying district shall apply provided such uses do not interfere with the safety of airport operations. No uses shall be allowed that are determined to cause objectionable or dangerous conditions by reason of:

- a) discharge of toxic, noxious, or other particulate matter into the atmosphere;
- b) radiation or interference by the use of electronic equipment such as industrial x-ray, diathermy equipment, or equipment for commercial purposes that causes electrical interference with navigational signals or radio communications;
- c) conflicting aircraft movements from private airports;
- d) fire and explosive hazards;
- e) accumulation of any standing water or garbage and other waste material, that is attractive to birds; and/or
- f) development that creates glare or lighting that interferes with lights necessary for aircraft landing or take-off.

### **5) Regulations**

- a) The development regulations of the underlying district subject to this overlay apply, except the maximum building height for any use and development, including all appurtenances and/or temporary construction equipment, shall not exceed following surfaces for those airports as shown on Figure F1.1:
  - i) the inner horizontal surface: a plane established at a consistent elevation of 45.73 m (151.0 ft.) above the Airport reference point (centre of runway) and extending outwards to a radius of 2438.4 m (8,000.0 ft.);
  - ii) the conical surface: a surface extending outward and upward from the outer rim of the inner horizontal surface at a 1:20 slope to 76.21 m (251.0 ft.) above the level of the inner horizontal surface;
  - iii) the take-off/approach surface: inclined planes diverging at 10% outwards from the threshold limit (the beginning of that portion of the runway usable for landing) at a slope of 1:25 until they intersect the conical surface; and
  - iv) the transitional surfaces: inclined planes diverging outwards at a slope of 1:5 from the sides of the take-off/approach surfaces until it intersects the inner horizontal surface.
- b) Notwithstanding subsection (a), the height limitations may be exceeded if an aeronautical study

prepared by a qualified engineer registered with APEGA demonstrates that the penetration would not adversely affect safety, and provided that the maximum height allowed in the underlying land use district is not exceeded.

- c) All new buildings approved under subsection (a) shall be outfitted with roof top clearance lighting installed in accordance with federal regulations.

Figure F1.1: Airport Protection Overlay Area

